

What Is Claimed Is:

1. A torque control element for a steering system (100, 200, 300, 400, 500, 600) in a motor vehicle for controlling a steering device (70, 80), the torque control element including at least two electrical units (71, 72, 81, 82), in which each of the electrical units (71, 72, 81, 82) is assigned a power supply unit (10, 20) of its own, connected via at least one fuse (11a, 12a, 21a, 22a, 311a, 312a, 321a, 322a, 41a, 42a, 51a, 52a).
2. The torque control element as recited in Claim 1, in which at least one of the electrical units (71, 72, 81, 82) has a processing unit (71a, 72a, 81a, 82a) and an output-stage unit (71b, 72b, 81b, 82b) which cooperate.
3. The torque control element as recited in Claim 2, in which the processing unit (71a, 72a, 81a, 82a) and the output-stage unit (71b, 72b, 81b, 82b) of at least one of the electrical units (71, 72, 81, 82) are connected in each case via one of the fuses (11a, 12a, 21a, 22a, 311a, 312a, 321a, 322a, 41a, 42a, 51a, 52a) to the power supply unit (10, 20) assigned to the electronic unit.
4. The torque control element as recited in Claim 2 or 3, in which at least one sensor (71c, 81c, 72c, 82c) for monitoring a steering device (70, 80) is assigned to the processing unit (71a, 81a, 72a, 82a), and at least one actuator (71d, 81d, 72d, 82d) for controlling a steering device (70, 80) is assigned to the output-stage unit (71b, 81b, 72b, 82b).
5. The torque control element as recited in one of Claims 1 through 4,

which is designed as a manual-torque control element (77) for controlling and/or monitoring a steering handle (70).

6. The torque control element as recited in one of Claims 1 through 4,
which is designed as a wheel-torque control element (88) for controlling and/or monitoring at least one steered vehicle wheel (80).
7. A steering system having a first and a second torque control element (77, 88) as recited in one of Claims 1 through 6,
in which the first torque control element (77, 88) is used as a manual-torque control element for a steering handle (70), and the second torque control element (77, 88) is used as a wheel-torque control element for at least one steered vehicle wheel (80).
8. The steering system as recited in Claim 7,
in which the steering handle (70) and the at least one steered vehicle wheel (80) are connected to each other via an electronic controlled system (100, 200, 300, 400, 500, 600).
9. The steering system as recited in Claim 8,
which makes a mechanical coupling of the steering handle (70) to the steered vehicle wheels (80) available in the event the electronic controlled system (100, 200, 300, 400, 500, 600) fails.
10. The steering system as recited in one of Claims 7 through 9,
in which all electrical units (71, 81; 72, 82) are accommodated in a single housing (71e, 72e, 81e, 82e).

11. The steering system as recited in one of Claims 7 through 9,
in which the electrical units of each torque control element (77, 88) are accommodated in one housing (71e, 72e, 81e, 82e).

12. The steering system as recited in one of Claims 7 through 9,
in which each electrical unit (71, 81; 72, 82) is accommodated in a separate housing (71e, 72e, 81e, 82e).